

Transportation is a Partnership

Transportation is unique from other forms of infrastructure in NC – it is statutorily designed as a partnership – State and Municipal. Counties are involved in transportation planning through the locally controlled regional planning organizations.

The municipal system in NC is over 20,000 miles – and growing at a rapid pace – 11 times faster than the state system (city roads were 15,000 miles in 1990).

Our state is growing and majority of this growth is occurring in municipalities – new roads and transportation capacity to accommodate residents.

The NC **League of Municipalities** has done two projects recently on transportation.

- 1) “Municipal transportation needs and local efforts” which focused on the use of Powell Bill funds. – (*refer HANDOUT*)
- 2) A survey was conducted to gather information and feedback from *municipal managers and transportation officials*. Some of the results were illuminating:
 - a. Some cities are assuming ownership of state roads, an estimated 425 lane miles since 2001 – as a result of a number of factors such as citizen demands for maintenance, better control and urban design needs.
 - b. There is a growing demand for multi-modal and pedestrian oriented transportation - need more transit, sidewalks, greenways and bikeways.
 - c. Growing traffic, lack of funds and rapid inflation are top concerns for city transportation officials
 - d. Poor funding outlook is a grave concern for city transportation officials – Local needs far outstrip their current funding projections - Charlotte estimates a \$3 billion shortfall, Cary projects a \$897 million transportation program
 - e. Cities spend local funds on state road maintenance – one example is the Town of Matthews, which plans to ***spend \$5.5 million on maintaining state*** roads over the next three years– by contrast their annual Powell Bill funding for maintaining city roads is only \$730,000 a year (Powell Bill funding is for city owned streets).